



ROSECRANS CORRIDOR MOBILITY STUDY

**Community Group Presentations
January 2010**

Overview of Project



- **Community Outreach**
- **Technical Analysis**
- **Conceptual Engineering**
- **Cost Estimates & Implementation Planning**
- **Initial Study**

Goal of Project



- Work with Community to Understand Existing Transportation Based Concerns
- Identify Opportunities to Improve Mobility & Connectivity for All Modes
- Prepare Technical Analysis & Identify Solutions to Existing Issues
- Identify Potential Solutions to Address Future Planning Needs

Community Workshops



ins Corridor Mobility Study omended Alternative Preference Survey

please complete this form and drop it in the Comment Box
ment Box is located at the sign-in table.

or to Lytton)

	Like	Neutral	Dislike
re	3	2	1
ies on Rosecrans to Transit Center	3	2	1
na & Associated Roadway Changes	3	2	1
Intersection Improvements	3	2	1
'ans & Removal of Parking	3	2	1
paration of Rosecrans/Sports Arena	3	2	1
ent of Sports Arena/Camino Del Rio	3	2	1

in to Nimitz)

	Like	Neutral	Dislike
nas/Roosevelt & Zola/Womble	3	2	1
ith Northbound Left-Turn Access	3	2	1
tion to Rosevelt)	3	2	1
ions to Reduce Crossing Distance	3	2	1
tion of Transit Stops	3	2	1
oulevard on Evergreen & Locust	3	2	1

itz to Cañon)

	Like	Neutral	Dislike
1 Re-stripe to Add 6' Bicycle Lanes	3	2	1
1 Landscaped Medians & Left Turn Pockets at Intersections	3	2	1
1 New Traffic Signal at Emerson	3	2	1
1 Side Street Curb Extensions to Reduce Crossing Distance	3	2	1
1 Relocation of Transit Stops to Signalized Intersections	3	2	1
(LONG TERM) Bicycle Boulevard on Locust	3	2	1

Station 6: Area 4 (Cañon to Kellogg)

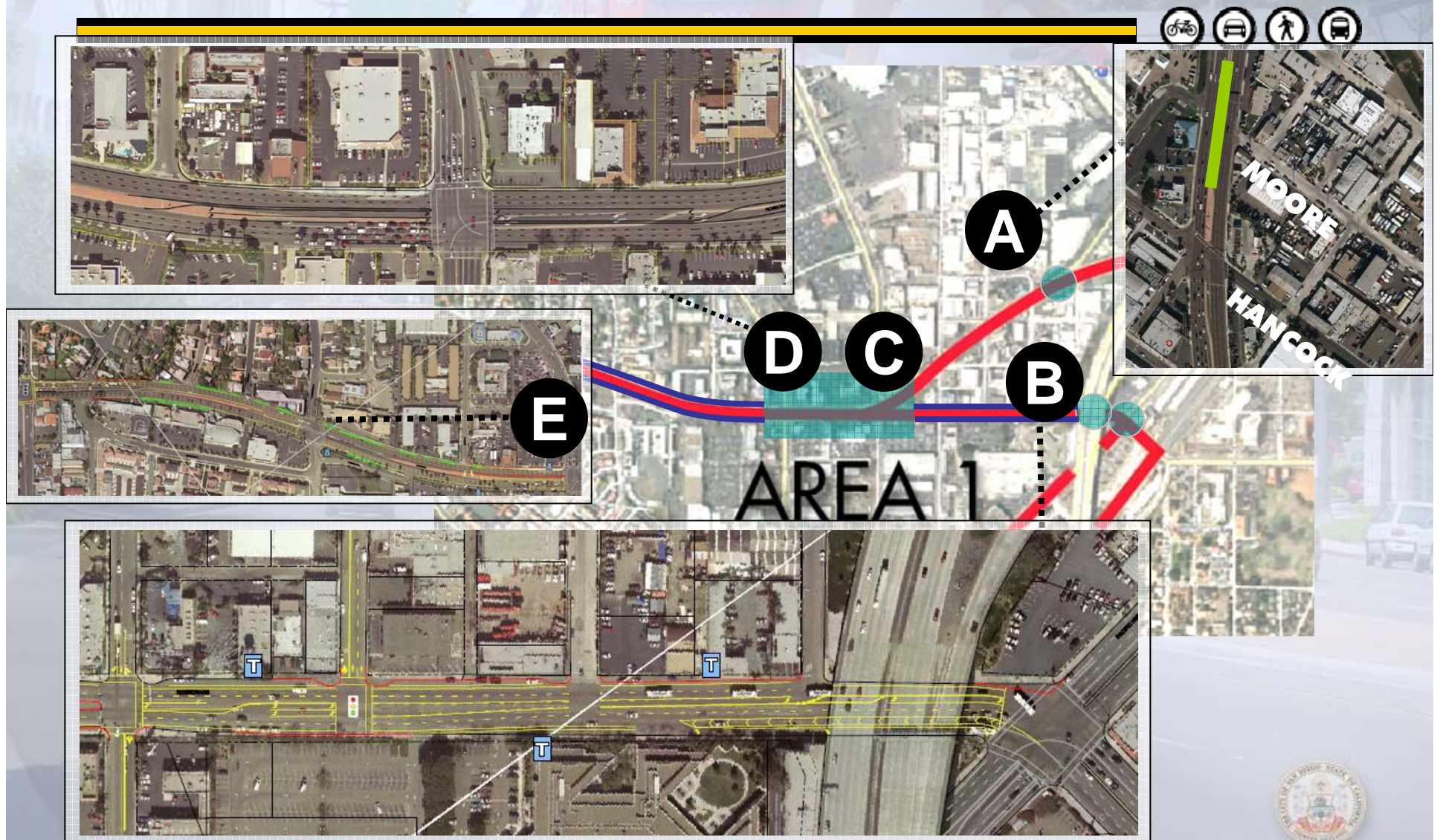
	Like	Neutral	Dislike
1 Re-stripe Intersection of Rosecrans & Talbot	3	2	1
1 Complete Sidewalks on West Side of Street	3	2	1
1 Curb Extensions at Owen and Bessemer	3	2	1
1 Median Islands at Armada (at the curve)	3	2	1
1 Chokers near Quailtrough and Kona	3	2	1
1 Mini Roundabout at McCall	3	2	1
1 Consolidation of Transit Stops	3	2	1

Comments:

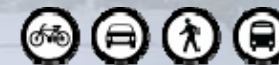
Thank you! Please remember to turn in your survey at the sign-in table!



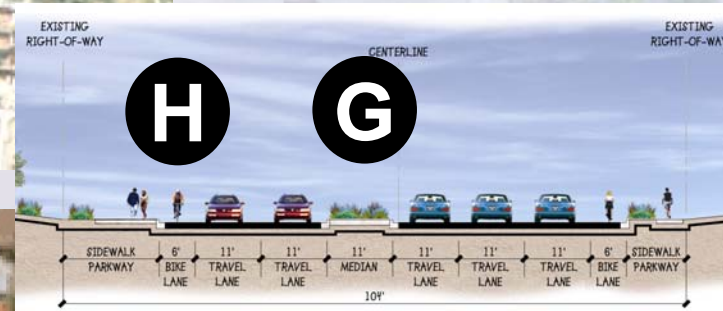
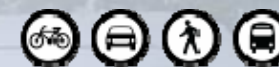
“Hot Spots”: Area 1



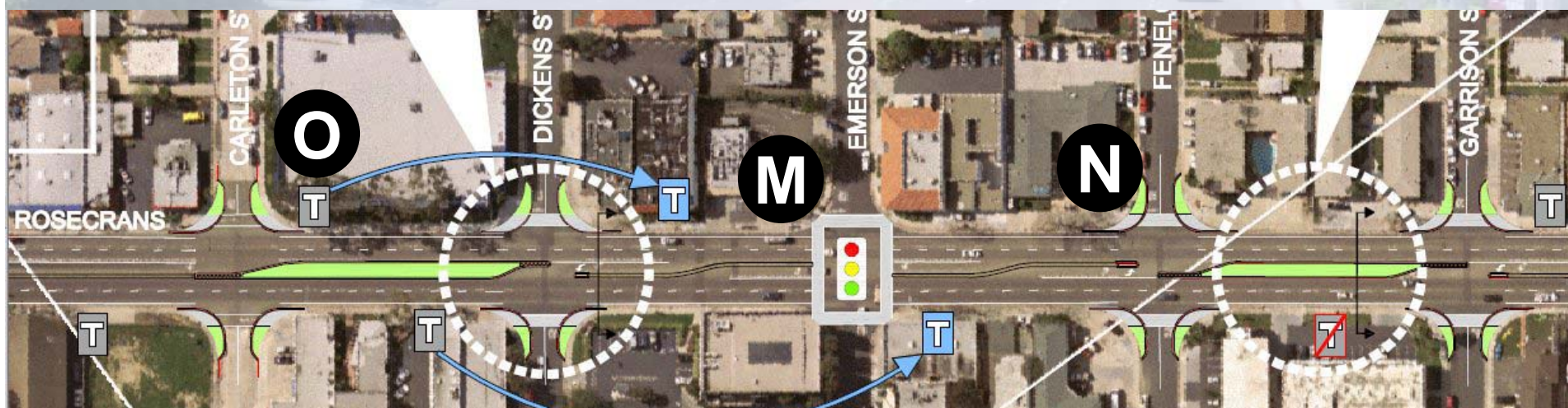
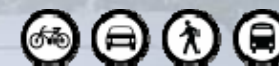
C Sports Arena Extension



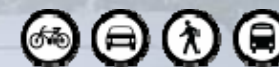
“Hot Spots”: Area 2



“Hot Spots”: Area 3









“Hot Spots”: Area 4



Selection of Improvements



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input	
Cost	H



Yes



Neutral



No

H High (More than \$1M)

M Medium (\$100 - \$1M)

L Low (less than \$100)

Pedestrian Improvements



- New sidewalks
- New or improved curb ramps
- New traffic signals with crosswalks and pedestrian indications
- Curb extensions
- Traffic Calming south of Talbot Street to slow traffic

Bicycle Improvements



- Restriping Rosecrans to include Class I bicycle lanes
- Future consideration of Bicycle Boulevard

Transit Improvements



- Extension of existing queue jump lane at Pacific Highway
- Relocation or consolidation of transit stops
- Future transit priority or queue jump lanes at key intersections

Traffic Improvements



- Moore Street Median at Camino Del Rio
- Extension of Sports Arena to Pacific Highway
- Rosecrans / Midway Improvements
- Raised Medians through Area 2 & Area 3
- New Traffic Signals: Hancock & Emerson
- Restripe from Talbot to Canon
- Traffic Calming south of Talbot

Right-of-Way Impacts



- Rosecrans & Sports Arena
- Rosecrans & Lytton
- South of Talbot
- Old Town Transit Center to Sports Arena

Next Steps for Mobility Study



- Initial Study
- Implementation Plan (January 2010)
 - Short
 - Medium
 - Long
 - Beyond 20 years
- Cost Estimates (January 2010)
- Final Report (February 2010)

Requested Action



- Input on Elements of Mobility Study
- Support for Recommended Alternative

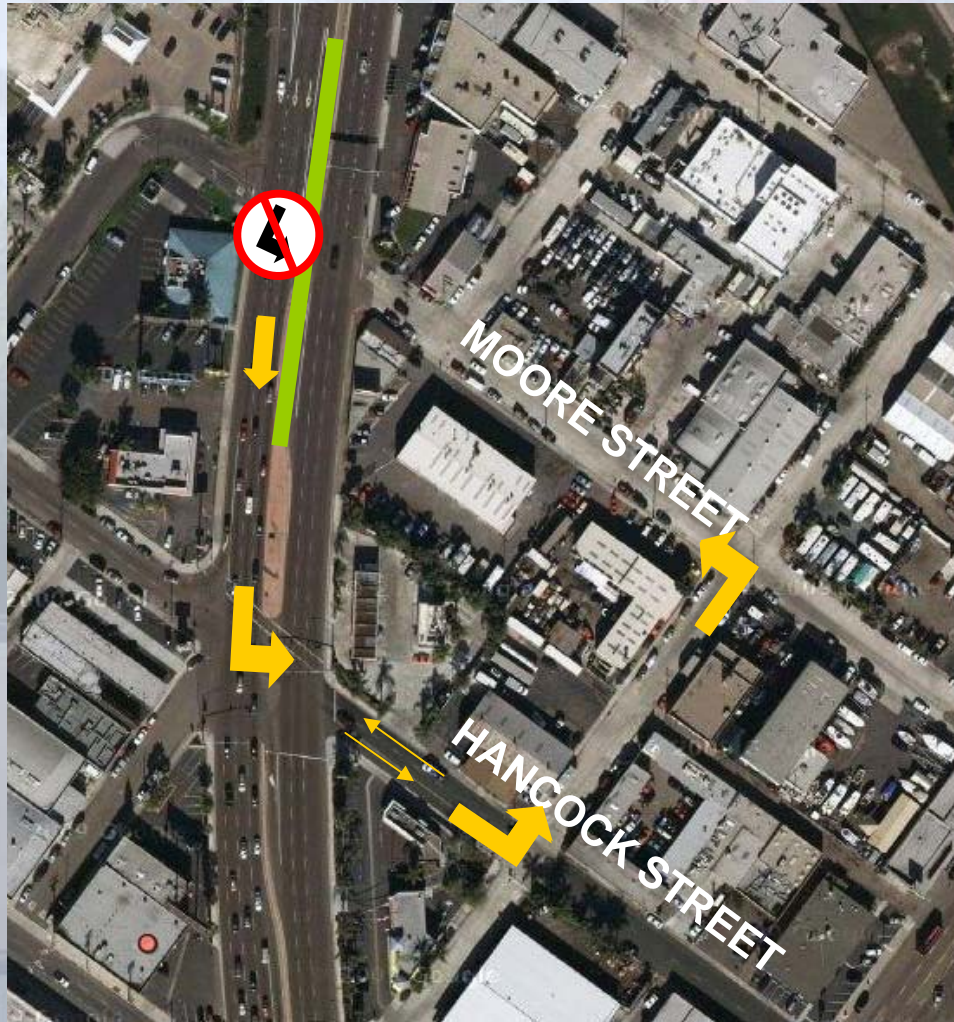


Preliminary Recommended Alternative

Preliminary Recommended Improvement :

Moore Street Median Closure: Traffic Recirculation Pattern

A



Accident History

45 Reported (1999 – 2009)

3 Pedestrian Involved (1 Fatality)

- 7% Pedestrian
- 20% Rear-End
- 40% Right Angle
- 20% Side Swipe
- 13% Other

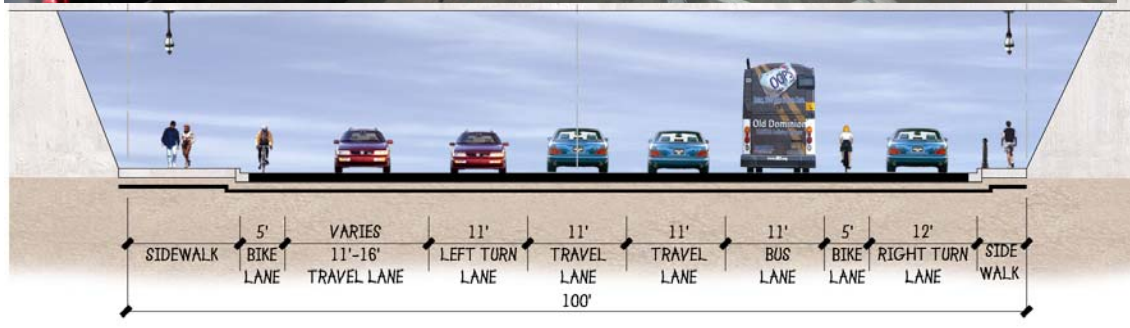
Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 47.2%)	
Cost	M



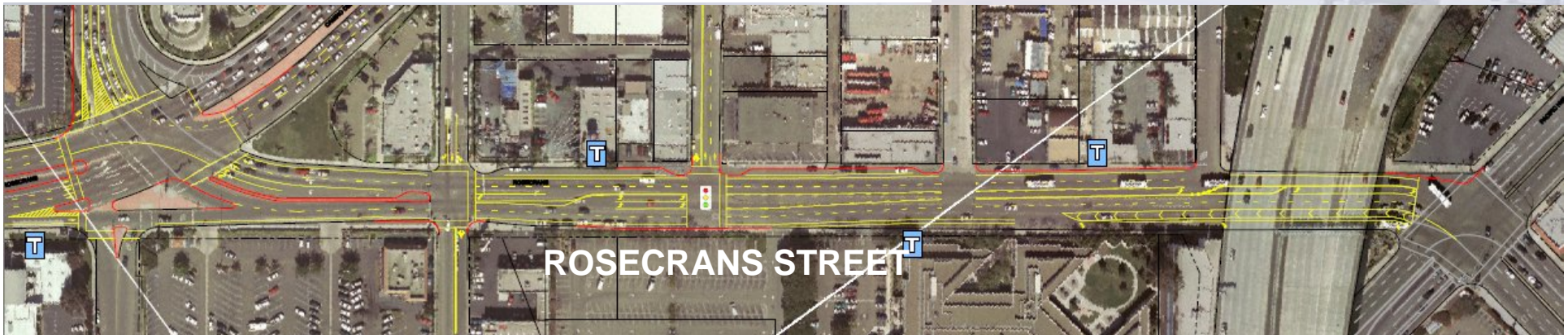
Preliminary Recommended Improvement :

Provide Bike Lanes and Sidewalks to Improve Connection to Transit Center (Camino Del Rio to Pacific Highway)

B



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 52.7%)	●
Cost	M



Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans

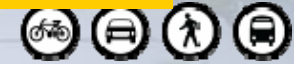


- Currently Included in Community Plan
- Extension Will Reduce Weaving on Rosecrans
- Extension Will Reduce Traffic on Hancock
- Traffic Circulation will be Affected

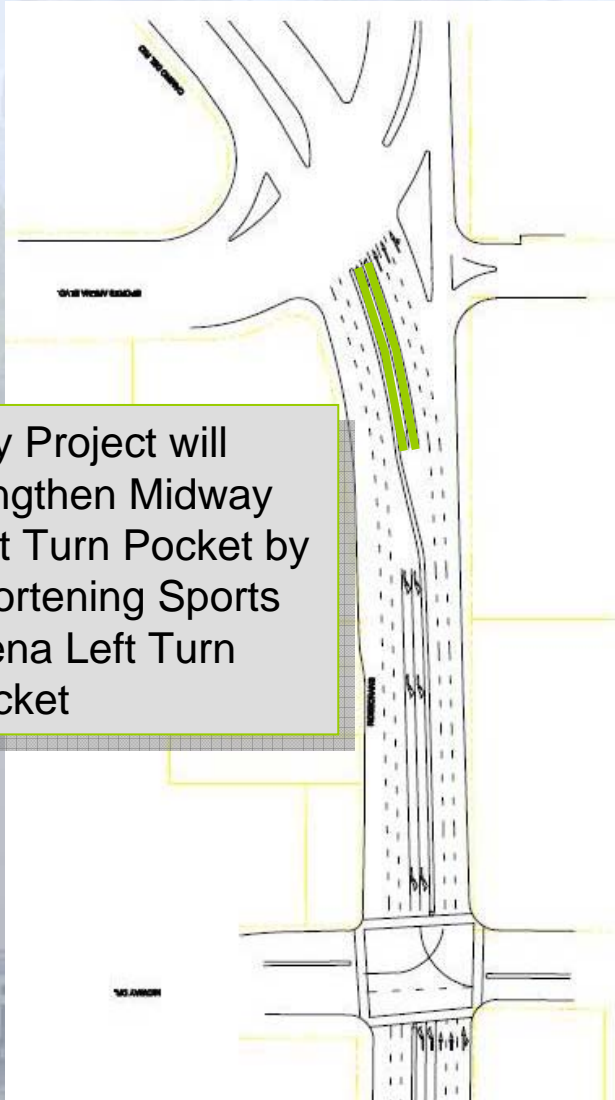
Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 41.5%)	
Cost	H

Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans

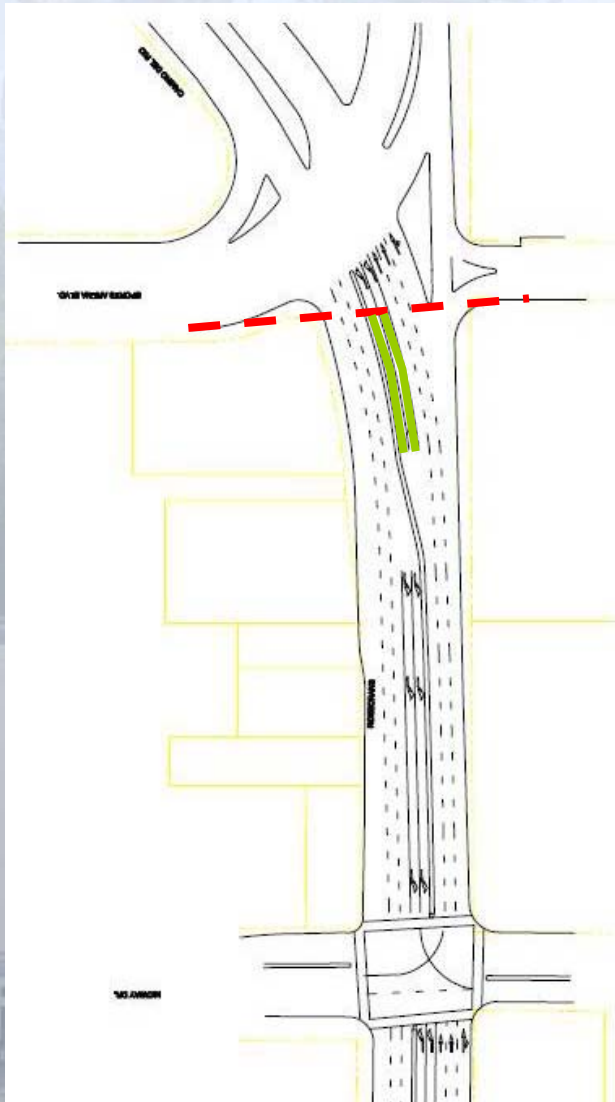
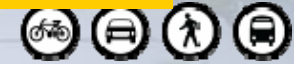


City Project will
Lengthen Midway
Left Turn Pocket by
Shortening Sports
Arena Left Turn
Pocket



Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans



- **Issue:**
 - Alignment of Sports Arena Further Reduces Northbound Left Turn Pocket Storage
- **Potential Solutions:**
 - Remove Extension of Sports Arena from Community Plan
 - Provide One Northbound Left Turn Pocket
 - Relocate Northbound Left Turning Traffic to Hancock Street



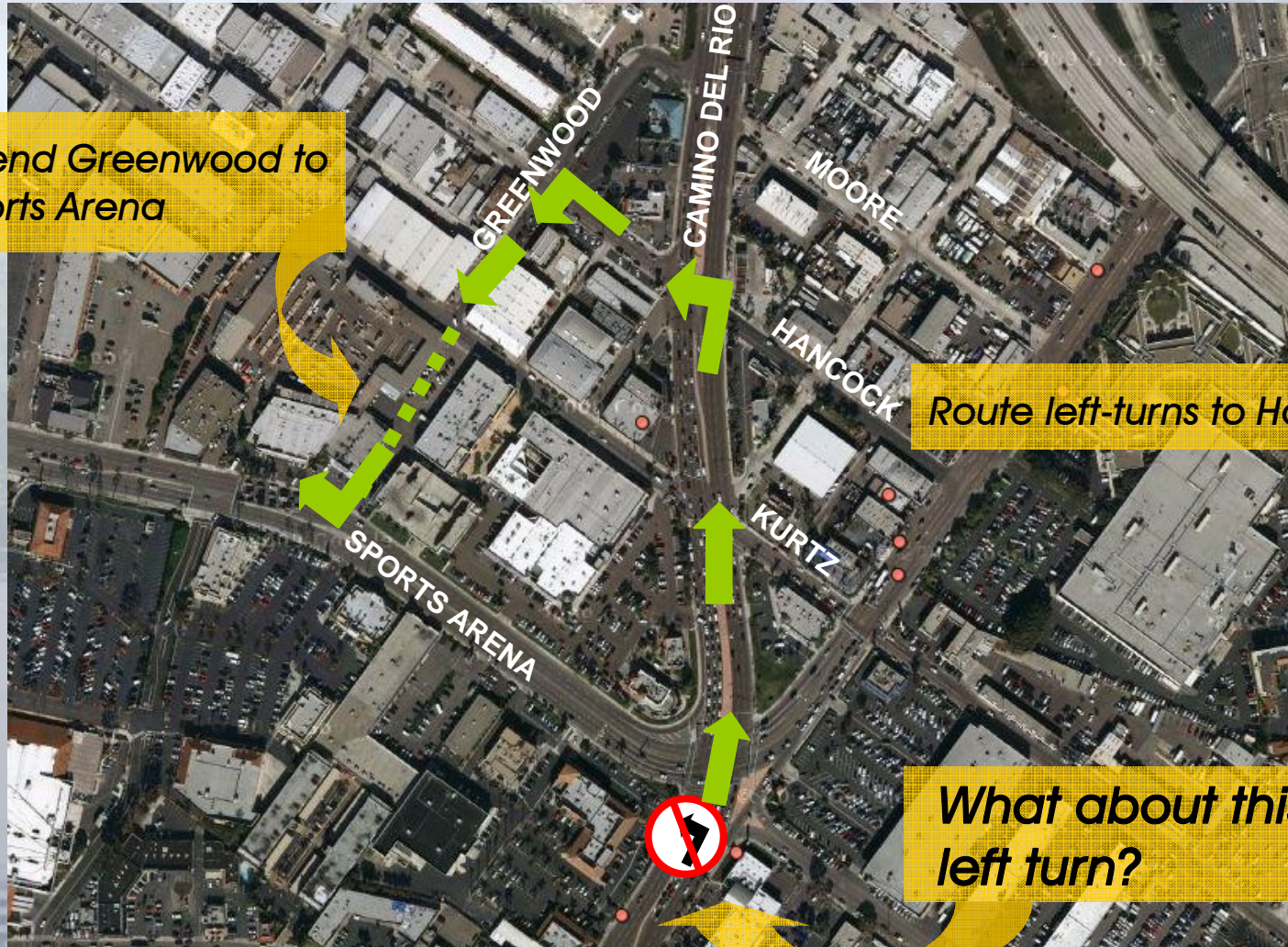


**Preliminary Recommended
Improvement :**

**Extend Sports Arena Boulevard
East of Rosecrans**



*Extend Greenwood to
Sports Arena*



Route left-turns to Hancock

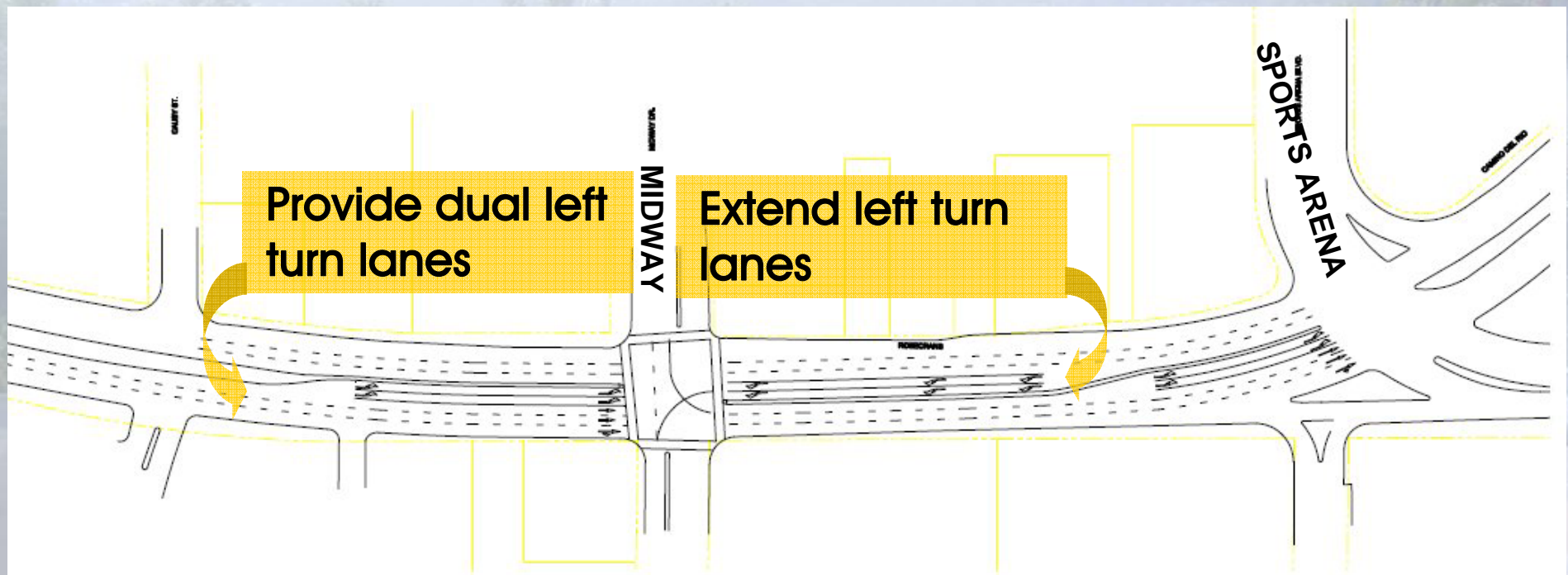
*What about this
left turn?*



City of San Diego
Planned Improvement :

Midway Intersection
Improvements

D



Mid- to Long-Term Improvement :

Rosecrans & Midway Intersection Improvements

D

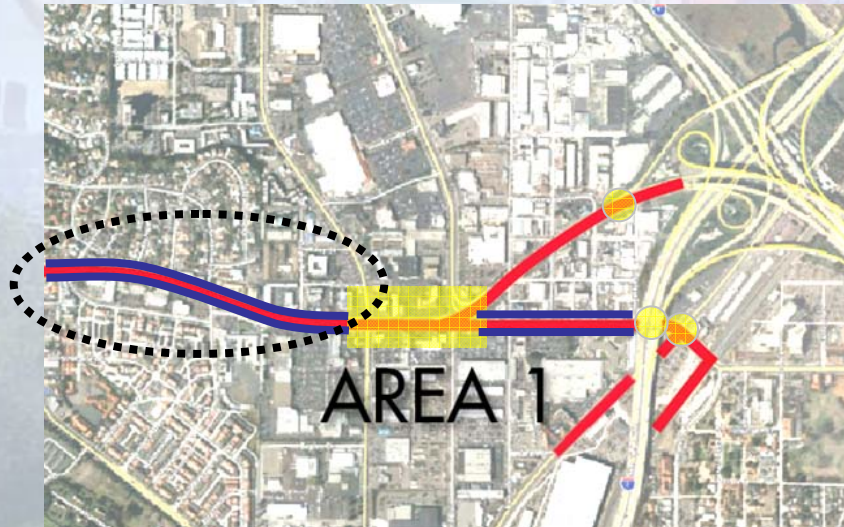


Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input type="radio"/>
Community Input	(Like = 67.3%) <input checked="" type="radio"/>
Cost	H

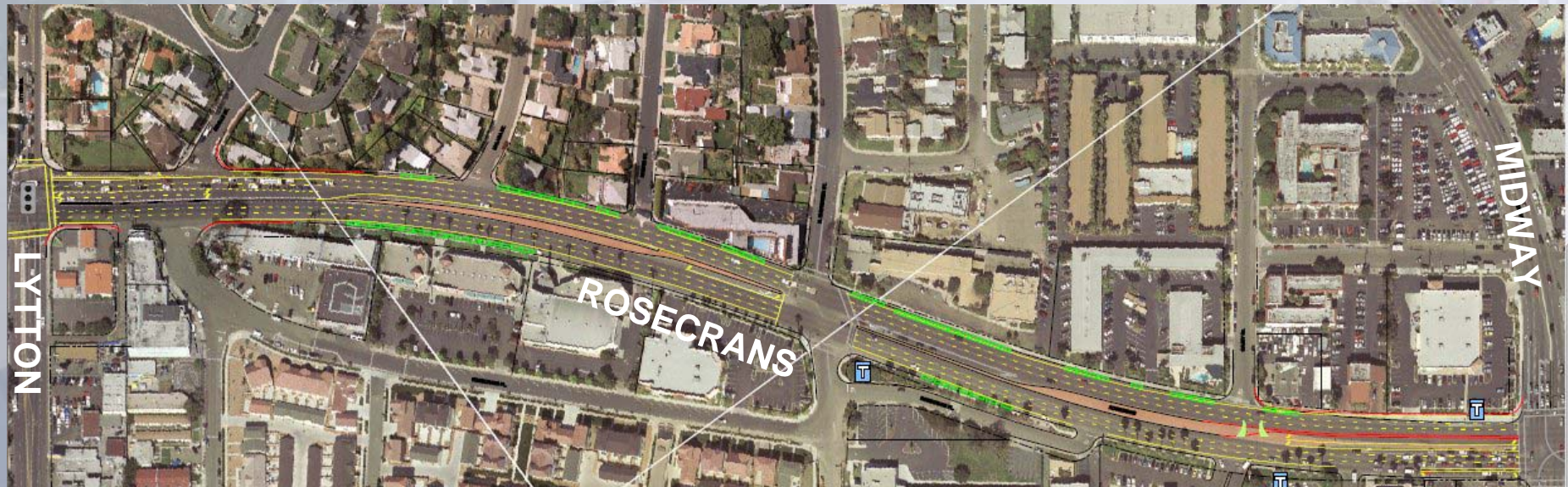
Preliminary Recommended Improvement :

Stripe Bike Lanes from Midway to Lytton

E



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 50.9%)	
Cost	L



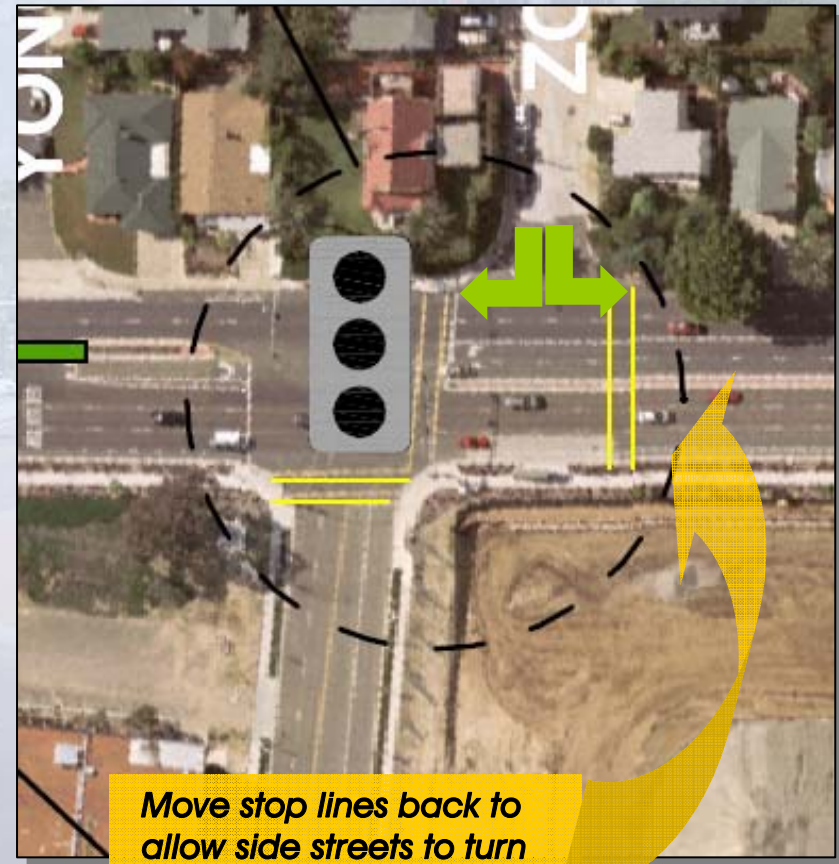
Preliminary Recommended Improvement :

Modify Signals at Dumas/Roosevelt and Zola/Womble to Improve Access

F



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 55.0%)	●
Cost	M



*Move stop lines back to
allow side streets to turn
with signal*



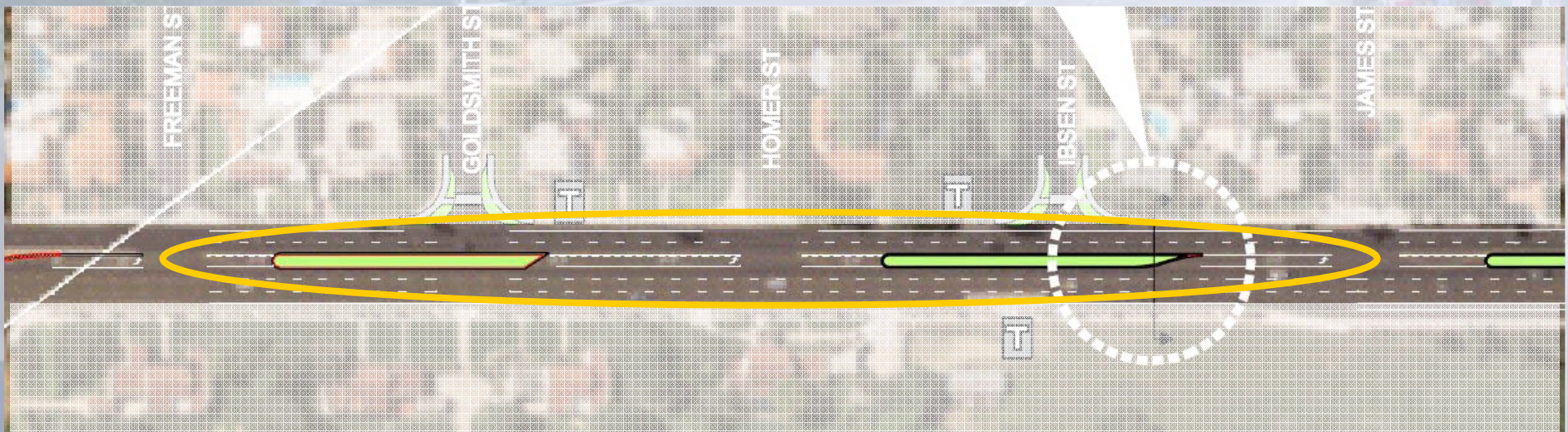
Preliminary Recommended Improvement :

Intermittent Medians and Left-Turn Pockets Improve Traffic Flow & Reduce Side Street Delay

G



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 42.4%)	●
Cost	M

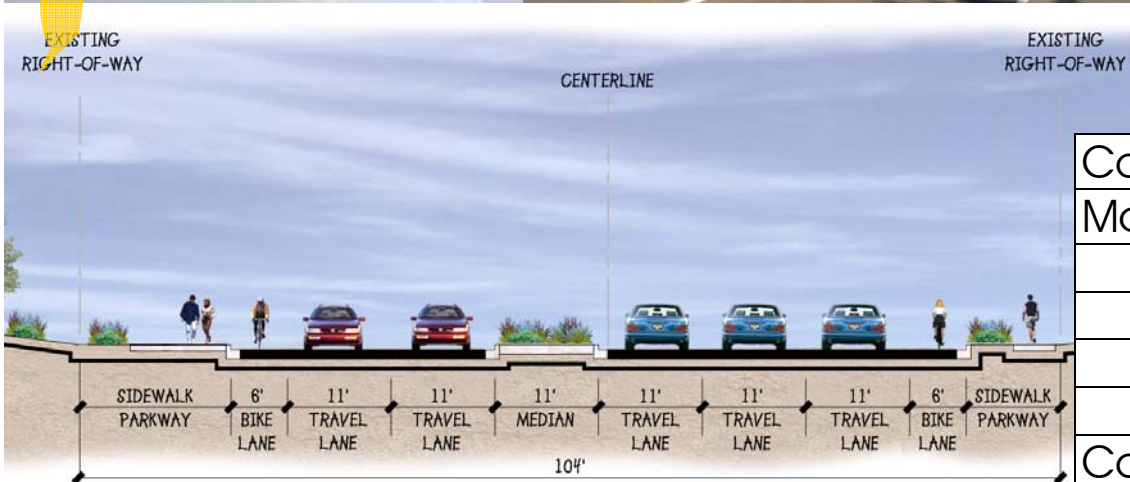


Preliminary Recommended Improvement :

Widen Bicycle Lanes from 4 to 6 feet by Reducing Median Width



Existing Right-of-Way to remain the same



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Dislike = 59.0%)
Cost	L

Preliminary Recommended Improvement :

Side Street Curb Extensions Reduce Pedestrian Crossing Distance

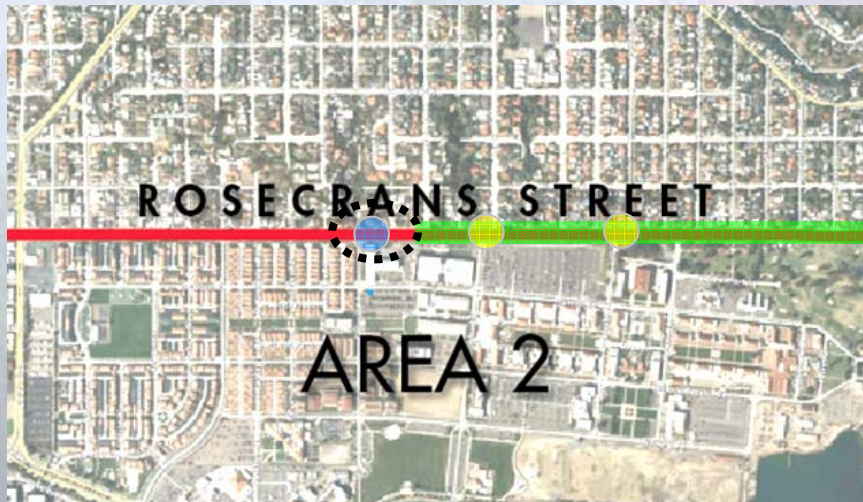


		Consistency with Community Plan	
		Mobility Assessment	
		Resolution of Existing Issues	
		Potential Benefits	
		Potential Impacts	
		Feasibility	
		Community Input	(Dislike = 42%)
		Cost	M

Preliminary Recommended Improvement :

Relocate Transit Stops from Porter/Udall to Farragut/Voltaire to be Closer to the Crosswalk

J



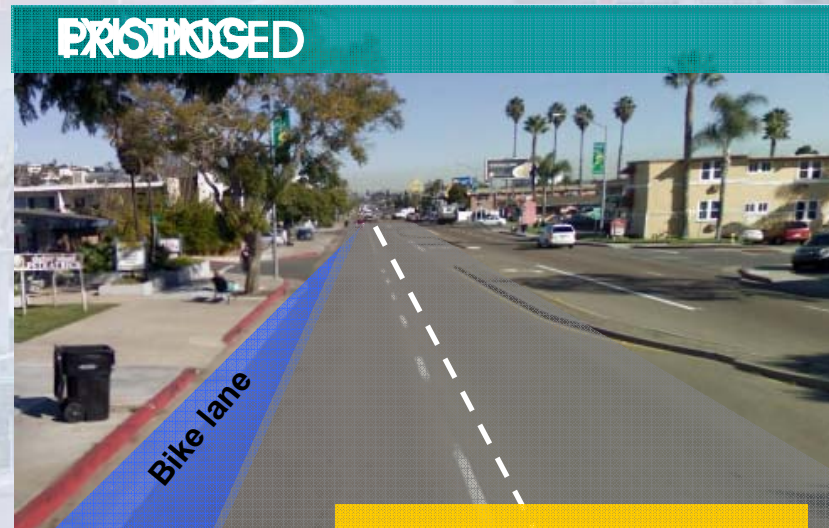
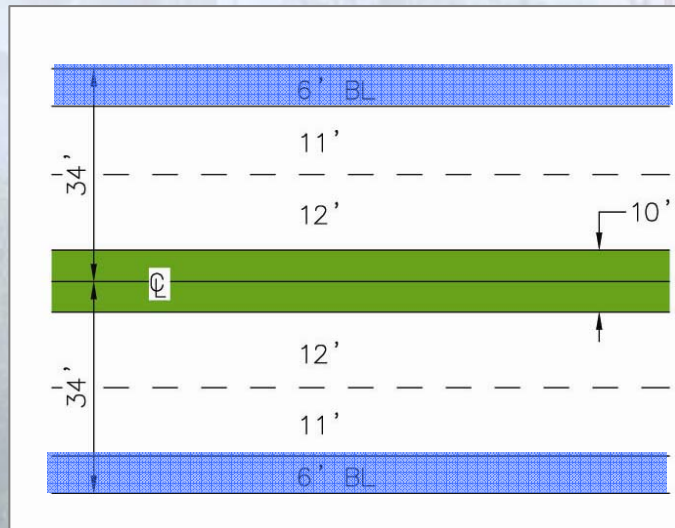
Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input (Like = 46.6%)	<input checked="" type="radio"/>
Cost	L



Preliminary Recommended Improvement :

Restripe Corridor to Include 6' Bicycle Lanes Northbound & Southbound

K



Re-stripe roadway within the existing Right-of-Way to provide bicycle lanes

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 62%)	●
Cost	L

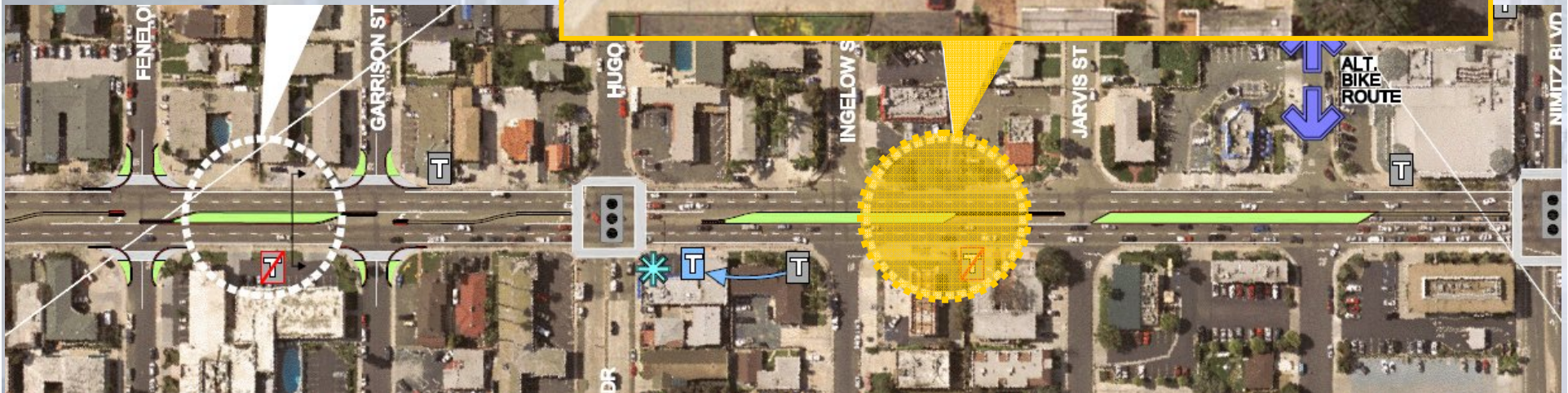


Preliminary Recommended Improvement :

Landscaped Medians Restrict Side Street Access, Reduce Delay & Improve Flow



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 43.8%)	●
Cost	H



Preliminary Recommended Improvement :

Install New Traffic Signal and Crosswalks at Emerson

M



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input	(Like = 48%)
Cost	M

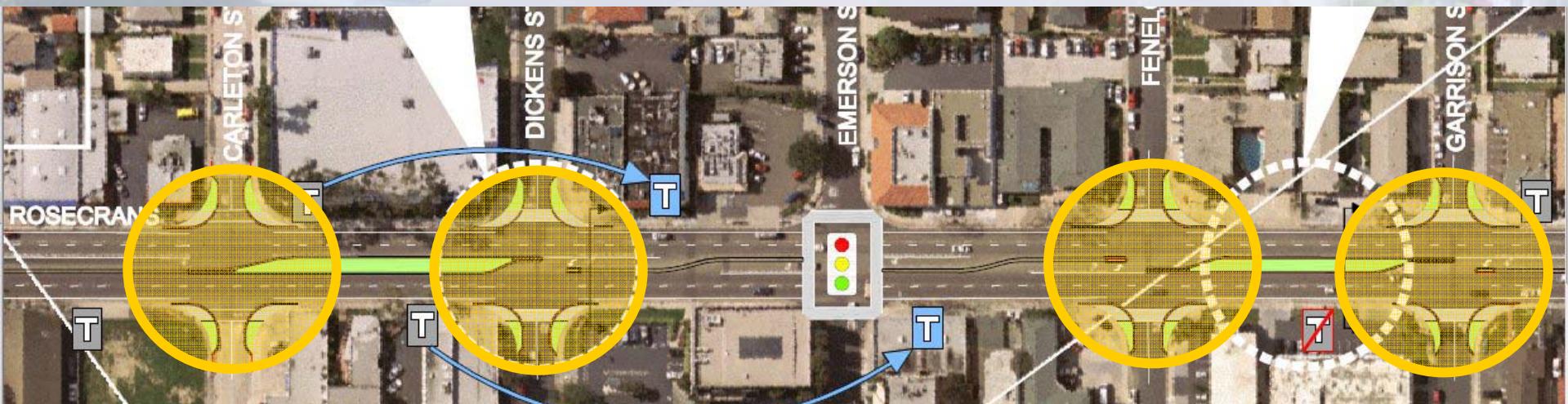
Preliminary Recommended Improvement :

Install Curb Extensions on Side Streets to Reduce Pedestrian Crossing Distance & Provide for Landscaping Opportunities

N

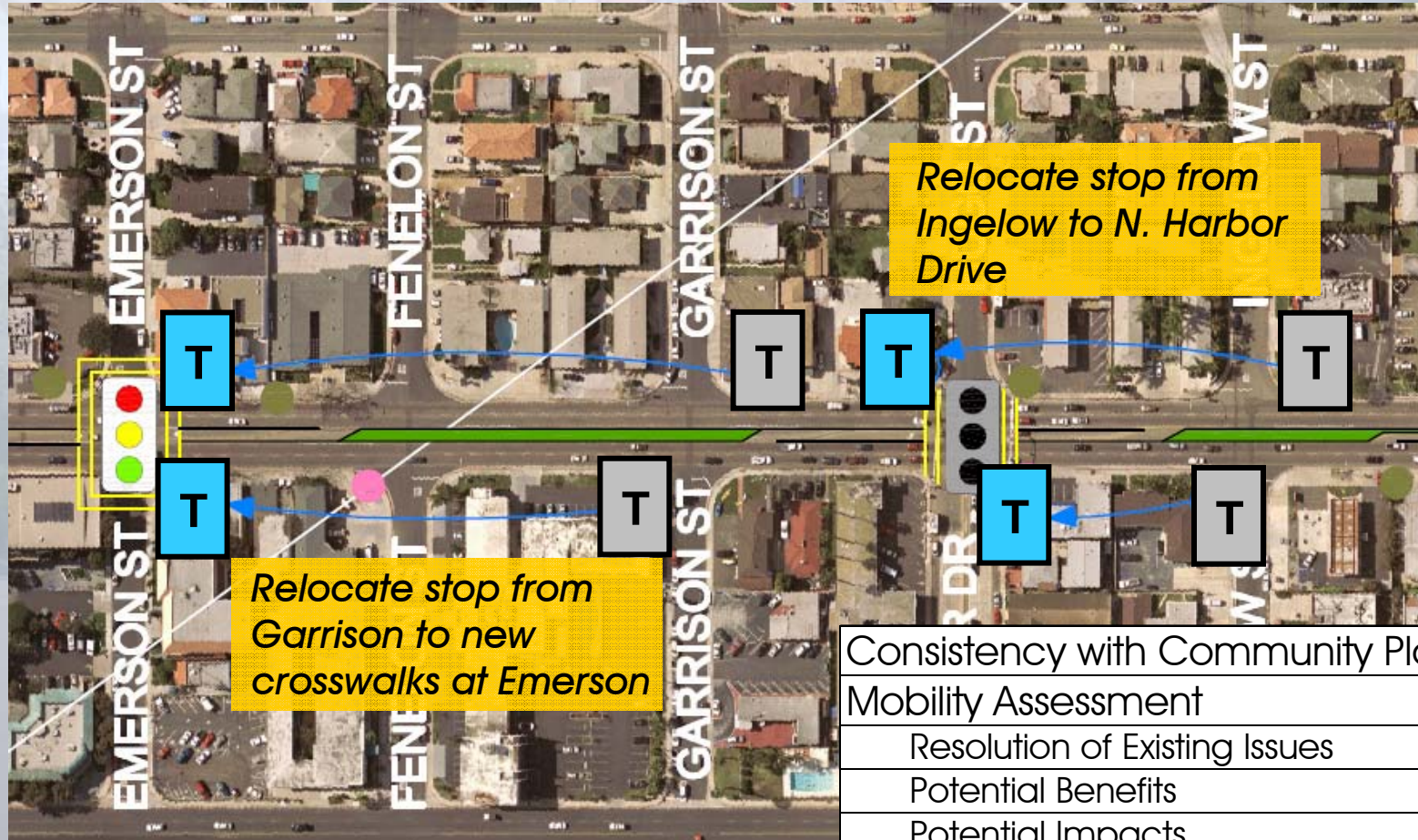


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.0%)	●
Cost	M



Preliminary Recommended Improvement :

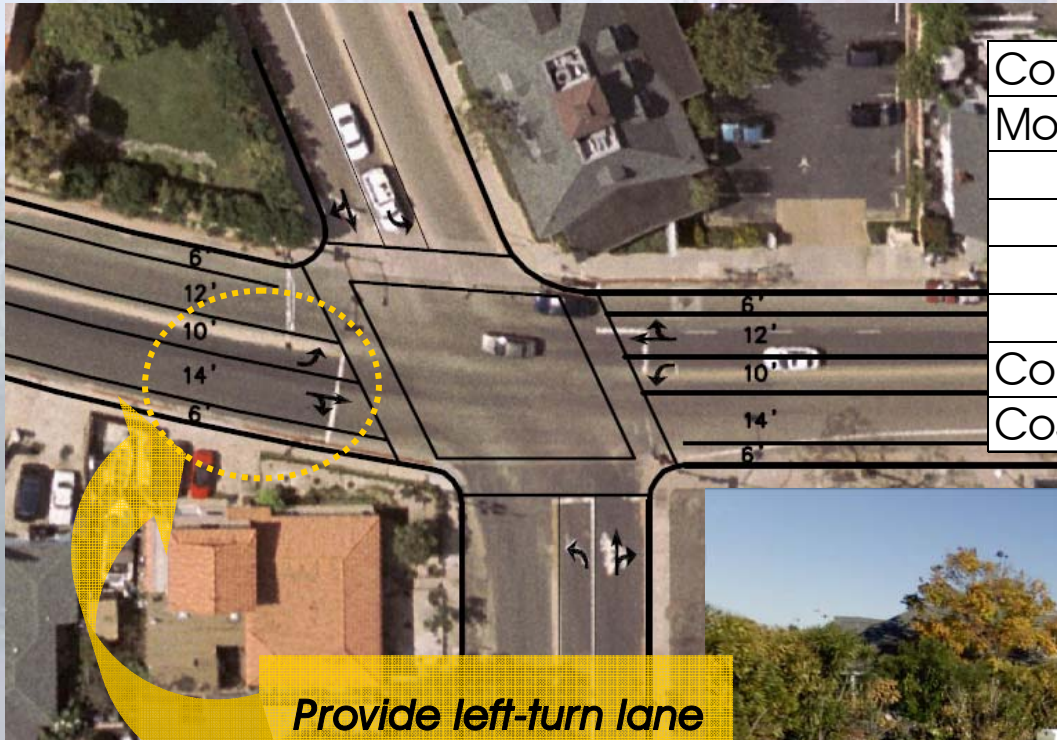
Relocate Transit Stops to Signalized Intersections



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 52%)	
Cost	L

Preliminary Recommended Improvement :

Restripe Talbot with Signal Modifications



Provide left-turn lane at Talbot and add crosswalks

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 51.6%)	
Cost	L



Preliminary Recommended Improvement :

Complete Sidewalks on West Side of Street to Provide ADA Accessible Route



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 40.3%)	●
Cost	M

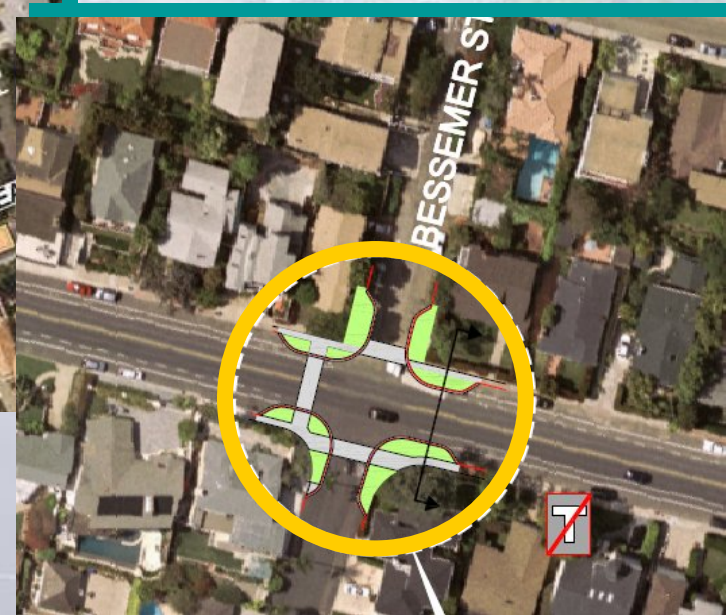


Preliminary Recommended Improvement :

Install Curb Extensions at Owen and Bessemer to Improve Pedestrian Visibility and Reduce Crossing Distance



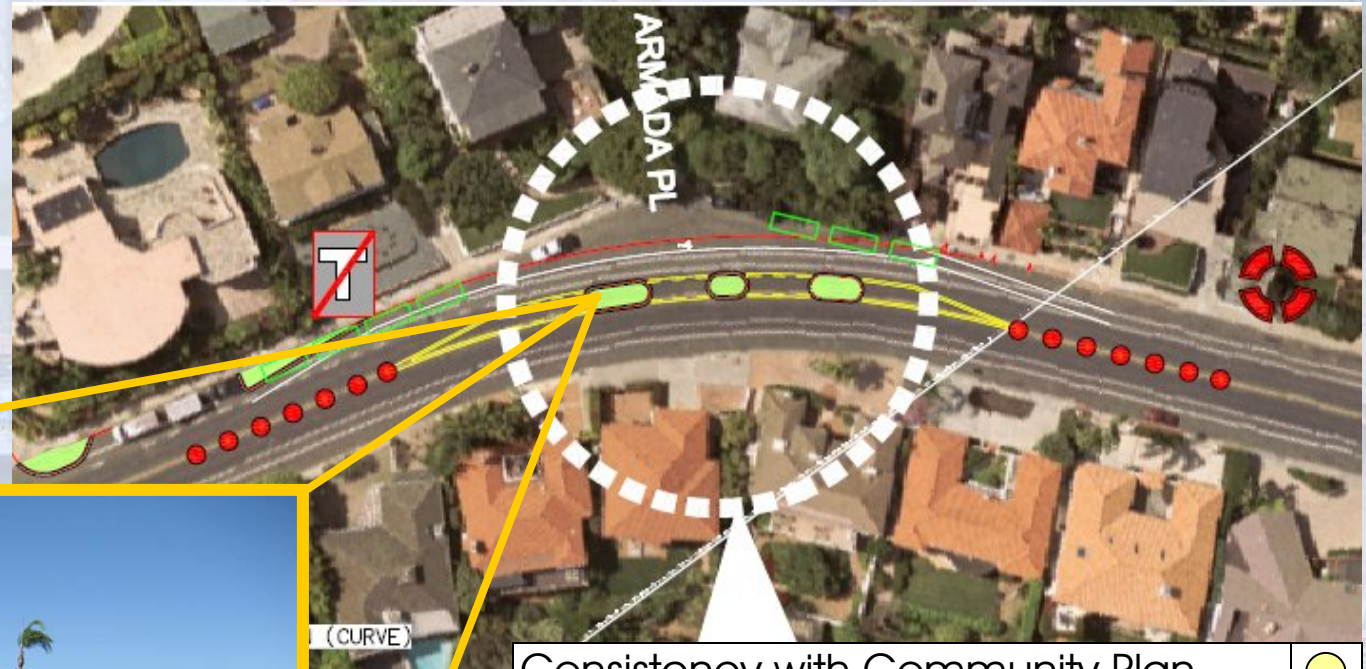
Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.9%)	●
Cost	M



Preliminary Recommended Improvement :

**Median Islands at Armada
Reduce Traffic Speeds Buffer
Parked Vehicles (southbound)**

S

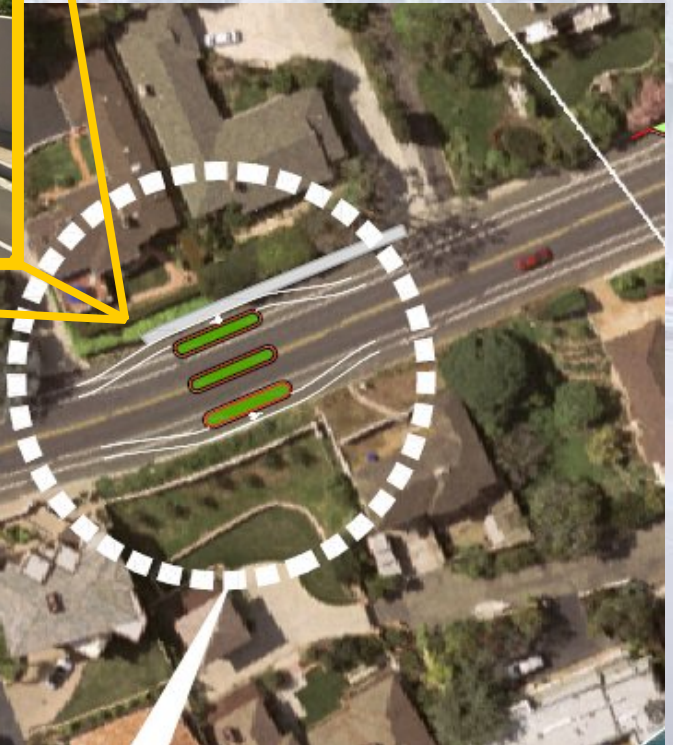


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 67.7%)	●
Cost	M

Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds:
Chokers

T



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 61.3%)	●
Cost	M

Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Mini-Roundabout @ McCall

U



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 70.1%)	●
Cost	M



Preliminary Recommended Improvement :

Consolidate Transit Stops To Correspond with Proposed Traffic Calming or Pedestrian Crossing Features

V



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 42.6%)	●
Cost	L

